The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street, E.C.* GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus, E.C.* BATES HENDY & Co., 37, *Walbrook, E.C.* SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.*

PARIS AND EUROPE:—GALLIEN & PRINCE, 36, *Rue Lafayette, Paris.*

NEW YORK:—ANDREW WIND, 21, *Park Row.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore.* C. HEINSZEN & Co., *Manila.*

CHINA:—*Macao,* Messrs A. A. DE MELLO & Co. *Swatow,* QUELCH & Co. *Amoy,* WILSON, NICHOLLS & Co. *Foochow,* HEDGE & Co. *Shanghai,* LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama,* LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,..................$7,500,000.
RESERVE FUND,......................$4,354,919.

COURT OF DIRECTORS.
Chairman—A. P. MCEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSOON.

C. D. BOTTOMLEY, Esq.	M. GROTE, Esq.
	H. HOPPIUS, Esq.
H. L. DALRYMPLE, Esq.	Hon. W. KESWICK.
	A. MCIVER, Esq.
W. H. FORBES, Esq.	M. E. SASSOON, Esq.

CHIEF MANAGER.
Hongkong,......THOMAS JACKSON, Esq.

MANAGER.
Shanghai,.........EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, July 14, 1884. 1161

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked *On Hongkong Savings' Bank Business,* be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS will be Commenced on the 1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 716

Intimations.

Chinese Imperial Government Eight per Cent. Loan of 1878.

ELEVENTH AND FINAL DRAWING.

NOTICE IS HEREBY GIVEN, that, in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong and Shanghai, on the 9th day of August, 1884, when the Interest thereon will cease to be Payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. HENRY RICHARD COOMBS, Acting Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

324 Bonds Nos.—

Nos.	Nos.	Nos.	Nos.	Nos.
6	731	1370	2057	2887
39	769	1371	2070	2889
49	774	1374	2071	2898
51	780	1376	2093	2899
63	790	1428	2111	2901
72	804	1430	2112	2932
88	805	1439	2139	2951
90	808	1441	2145	2967
93	814	1445	2146	2969
95	818	1450	2155	2982
99	821	1463	2158	2995
124	857	1469	2172	3011
133	876	1471	2182	3012
155	886	1473	2195	3026
172	890	1474	2204	3027
176	892	1475	2223	3042
191	897	1484	2236	3045
192	900	1490	2247	3052
193	901	1499	2256	3118
199	905	1503	2290	3121
206	926	1507	2326	3122
218	932	1516	2331	3123
248	933	1551	2340	3131
264	934	1564	2358	3149
274	935	1570	2369	3158
313	940	1579	2375	3165
316	953	1589	2395	3174
318	955	1591	2411	3194
320	956	1653	2420	3196
325	959	1667	2436	3201
337	973	1674	2443	3221
357	990	1677	2462	3226
374	1004	1681	2463	3230
382	1014	1688	2468	3239
407	1040	1698	2498	3248
412	1062	1703	2577	3255
446	1064	1711	2594	3264
463	1073	1716	2608	3294
474	1087	1717	2612	3298
487	1117	1741	2613	3300
489	1132	1745	2618	3328
503	1133	1761	2646	3337
508	1153	1772	2651	3338
515	1154	1782	2664	3355
529	1169	1786	2668	3356
534	1171	1787	2669	3366
547	1179	1815	2675	3369
553	1188	1838	2691	3380
564	1194	1857	2693	3400
578	1196	1864	2694	3405
579	1204	1875	2711	3411
585	1213	1879	2727	3420
595	1234	1886	2743	3426
616	1238	1901	2745	3434
630	1254	1928	2753	3457
632	1269	1929	2755	3474
644	1289	1936	2778	3475
664	1297	1966	2784	3477
675	1307	1981	2788	3481
680	1318	1988	2793	3485
704	1330	2003	2799	3517
711	1354	2025	2820	3542
717	1355	2045	2825	3545
721	1364	2050	2839	3557
729	1365	2053	2877	

For Shanghai Taels 500 each=Shanghai Taels 162,000.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
HENRY R. COOMBS,
Acting Chief Accountant.

Countersigned,
A. B. JOHNSON,
Notary Public,
HONGKONG.

Hongkong, 4th day of July, 1884. 1320

CHINESE IMPERIAL GOVERNMENT LOAN OF 1878.

THE INTEREST due 9th day of August current, of the above LOAN, together with the BONDS DRAWN for Redemption, will be Paid at the Office of this CORPORATION on and after that date.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, August 8, 1884. 1321

NOTICE.

PERSONS desirous of Exchanging Soiled ONE DOLLAR NOTES for CLEAN ONES may do so at the HONGKONG & SHANGHAI BANKING CORPORATION from this date.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, May 30, 1884. 902

For Sale.

FOR SALE.

EX 'GLAMIS CASTLE,'

A FRESH CONSIGNMENT OF

EDWARD BEART'S
CELEBRATED HOME CURED
SUFFOLK
HAMS, BACON, &c.

LANE, CRAWFORD & Co.

Hongkong, August 9, 1884. 1328

NOTICE.

SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the SENIOR PARTNER, the BUSINESS carried on in HONGKONG will be CLOSED

On or before the 31st day of August Next,

AND THE WHOLE OF THE

STOCK is now offered at a REDUCTION of 25 per Cent. on the Marked Prices.

Special terms will be made for parcels of GOODS over $100 in value purchased at one time.

All Sales from this date will be for *Cash only.* Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884. 951

OVERSTRUNG TRICHORD COTTAGE

PIANOS,

by

NEUMEYER & Co., WEIDENSLAUFER & ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE, Unrivalled for Brilliancy and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from ... ... $230 to $250.
On Hire, per month, from ... ... $ 15 to $ 20

☞ Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Apply to
Prof. A. VITA,
4, *Old Bailey Street.*

Hongkong, July 14, 1884. 1159

Intimations.

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited.

HOLDERS of NOTES will be required to Furnish to the LIQUIDATORS of the Bank, a schedule in duplicate, giving the date of Issue, Number and Amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the
OFFICIAL LIQUIDATOR
OF THE
ORIENTAL BANK CORPORATION,
By his Attorneys,
J. MELVILLE MATSON,
H. HOWARD TAYLOR.

Hongkong, August 2, 1884. 1285

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS
on the 1st March.

The whole of the ROOMS have been NEWLY FURNISHED throughout, and there are ROOMS suitable for either MARRIED COUPLES or SINGLE PERSONS.

The TABLE will be supplied with the BEST the market can provide.

The WINES and LIQUORS supplied, both at the Bar and Table will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD,
Proprietor.

Hongkong, February 2, 1884. 358

Intimations.

CONSULAR NOTIFICATION.

PERUVIAN CONSULATE,
Hongkong, 6th August, 1884.

SHIPPERS to the PORTS of PERU are required to Present to the CONSULATE, at the time of shipment, a Bill of Lading in triplicate, as follows:—

1. The name of the Shipper, Destination, and name of the Person to whom the Goods are Consigned, or, if they are to order, the Port of Destination and name of the Ship.
2. The Mark, Number, Description, Contents, and Gross Weight of each package.
3. The Total value of the Shipment without details respecting each package.

One Copy of Bill of Lading will be retained at this CONSULATE, to be forwarded to Peru.

Goods forwarded to any other Port, for transhipment to Peru, require certified Bill of Lading and Manifest from this CONSULATE.

J. GRANT SMITH,
Consul for Peru.

1308

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON ÆRATED WATERS,

Have REMOVED from the BEACONSFIELD ARCADE to larger Premises

1, *DUDDELL STREET,*

Where they continue to Supply:

SODA WATER,	LEMONADE,
TONIC "	GINGERADE,
SELTZER "	RASPBERRYADE,
SARSAPARILLA "	&c., &c., &c.

At the same Moderate Charges.

D. K. GRIFFITH,
Proprietor.

Hongkong, July 28, 1884. 1246

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, at 3 o'Clock p.m. on MONDAY, the 18th Instant, for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1884.

The Transfer BOOKS of the Company will be CLOSED from the 5th to the 18th Instant, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, August 1, 1884. 1273

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be Held at the CITY HALL, Hongkong, on MONDAY, the 25th day of August current, at THREE o'Clock p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1884.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1884. 1267

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 11th to the 25th August current (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1884. 1268

HOP SHING & Co.,
ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c.,
WEST POINT IRON WORKS.

HAVING This Day commenced BUSINESS, are ready to undertake Work of the above Descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at moderate terms.

24th September, 1883. 611

THE
HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

CAPITAL, 500,000 DOLLARS,
In 10,000 Shares of $50 each, $5 payable on Application, $10 on Allotment, and the Remainder by Calls as required.

Provisional Committee:
The Hon. W. KESWICK (Chairman).
The Hon. T. JACKSON.
The Hon. F. D. SASSOON.
C. P. CHATER, Esq.
WM. DANBY, Esq.
W. H. FORBES, Esq.
W. K. HUGHES, Esq.
A. B. JOHNSON, Esq.
J. A. MOSELY, Esq.
WM. WOTTON, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Engineers:
WM. DANBY, Esq., M. Inst. C.E.
R. K. LEIGH, Esq., Assoc. M. Inst. C.E.

Solicitors:
Messrs. BRERETON, WOTTON AND DEACON.

Temporary Office:
13, PRAYA CENTRAL, HONGKONG.

ABRIDGED PROSPECTUS.

THE Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong. Two Special Ordinances (Nos. 6 and 18 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal street, (the main thoroughfare from the East to the West ends, along which the Tramways will be laid), and the immense incessant traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more effectual control, having more power of overcoming gradients, and giving better results (pecuniary and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospectus and Forms of Application for Shares and every other information may be obtained from

THE SECRETARY AND ENGINEERS,
No. 13, PRAYA CENTRAL,
HONGKONG.

APPLICATIONS for SHARES will be Received until the 30TH SEPTEMBER.

Hongkong, August 7, 1884. 1319

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will Sell by Public Auction, (Authority having been granted by the SPANISH CONSUL), on

SATURDAY,

the 16th Instant, at Noon, on Board,—

THE SPANISH BARQUE
'*CALIFORNIA,*'
420 TONS,

as she lies in Yau-mati Bay with ANCHORS, CHAINS, SAILS, RIGGING, &c., in Four Lots, viz.,—

THE VESSEL, SAILS, RIGGING, 2 ANCHORS AND CHAINS, &c., &c.

A 3,000 lbs Anchor & 135 fathoms 1¼ Chain.
A 10½ in. Manila Hawser.
A 5½ " " "

The Vessel to be at Purchaser's risk and Half of the Purchase Money to be paid on the fall of the hammer, the Balance on completion of transfer, all Charges of which are to be borne by the Purchaser.

The Vessel is open to inspection.

For further Particulars, apply to
LANE, CRAWFORD & Co.,
Auctioneers.

Hongkong, August 7, 1884. 1316

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW & FOOCHOW.

The Co.'s Steamship *Namoa,* Captain PITMAN, will be despatched for the above Ports on SUNDAY, the 10th Instant, at 9 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, August 8, 1884. 1322

FOR SHANGHAI.

(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Steamship *Fushun,* Captain CROAD, will be despatched for the above Port on MONDAY, the 11th Instant, at 5 p.m., instead of as previously notified.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, August 8, 1884. 1330

FOR SWATOW, SINGAPORE AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Mongkut,* Captain P. H. LOFF, will be despatched for the above Ports on TUESDAY, the 12th Inst., at 2 p.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, August 7, 1884. 1315

FOR SHANGHAI, *VIA* SWATOW AND AMOY.

(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Steamship *Kwang-lee,* Captain ANDREW, will be despatched for the above Port on WEDNESDAY, the 13th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, August 8, 1884. 1325

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenearn,* Captain DUKE, will be despatched as above on or about the 13th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, August 1, 1884. 1265

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Japan,* Captain T. S. GARDNER, will be despatched for the above Ports on THURSDAY, the 14th Inst., at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, August 5, 1884. 1299

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Wingsang,* Capt. D'A. DE ST. CROIX, will be despatched for the above Ports on THURSDAY, the 14th Instant, at 3 p.m.

This Steamer has superior First-class Passenger Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 4, 1884. 1297

Shipping.

Steamers.

UNION LINE.

FOR YOKOHAMA AND HIOGO.

The Steamship *Celtic Monarch,* Captain BROOKS, due on or about the 13th Inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, August 7, 1884. 1314

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Chartered Steamship *Adowa* will leave for the above place on SATURDAY, 16th Inst., at 3 p.m.

A. MCIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 4, 1884. 1294

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo, to* NEW ZEALAND; *through Passage Tickets granted to* PORT MORESBY, NEW GUINEA), *via* FOOCHOW.

The Steamship *Woosung,* Captain HUNT, will be despatched as above on TUESDAY, 19th August.

This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 1, 1884. 1266

FOR SINGAPORE, MAURITIUS, PORT NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN.

The Steamship *Kennett,* Captain SANDERSON, will be despatched for the above Ports, on or about the 20th Instant.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, August 7, 1884. 1318

UNION LINE.

FOR SHANGHAI.

The Steamship *Almandine,* Captain JOHNSON, due on or about 6th August, will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, July 30, 1884. 1256

UNION LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Principia,* Captain KERRUISH, due on or about the 1st September next, will have immediate despatch for the above Port.

For Freight or Passage, apply to
RUSSELL & Co.

Hongkong, August 6, 1884. 1300

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.1.1. American Ship *Southern Cross,* BAILEY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, August 4, 1884. 1296

FOR NEW YORK.

The 3/3 L.1.1. American Ship *El Capitan,* SEWELL, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 9, 1884. 1136

FOR VICTORIA, BRITISH COLUMBIA.

The 3/3 L.1.1. American Bark *Wildwood,* SAWYER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 9, 1884. 1135

FOR SAN FRANCISCO.

The 3/3 L.1.1. British Ship *Honauwar,* LANE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 1, 1884. 1092

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of VESSELS. The ENGINE WORKS in connection with the Dockyard are under the direction of experienced ENGINEERS and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co.

Nagasaki, March, 1884. 645

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat,)
ARE NOW LANDING FROM AMERICA.

CALIFORNIA CRACKER COMPANY'S BISCUITS in 5 lb tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
CODFISH, Boneless.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb kegs.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2½ lb cans.
" Assorted Canned VEGETABLES.
" Potted SAUSAGE and Sausage MEAT.
" Stuffed PEPPERS.
" Assorted SOUPS.
Richardson & Robbin's Celebrated Potted MEATS.
Lunch HAM.
Lambs' TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

AGATE IRON WARE.
INSERTION RUBBER.
Tuck's PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PNEUMATIC RIFLES.
REVOLVERS.
DERINGERS.

PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF STORES, including:

ALMONDS and RAISINS.
French PLUMS.
Teyssonneau's DESSERT FRUITS.
Jordon ALMONDS.
Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kippered HERRINGS.
Herrings a la SARDINES.

Irish BACON in tins.
COCOATINA.
van Houten's COCOA.
Epp's COCOA.

SPARTAN
COOKING STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
IRES GRAVES, " "
BREAKFAST CLARET, " "

SHERRIES & PORT—
Sacconi's MANZANILLA & AMONTILLADO.
Sacconi's OLD INVALID PORT (1848).
Hunt's PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star Hennessy's BRANDY.
Courvoisier's BRANDY.
Finest OLD BOURBON WHISKY.
Kinahan's LL WHISKY.
ROYAL GLENDEE WHISKY.
Booth's OLD TOM.
E. & J. Burke's IRISH WHISKY.
Rose's LIME JUICE CORDIAL.
Noilly Prat & Co.'s VERMOUTH.
Jameson's WHISKY.
MARSALA.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.
Angostura, Boker's and Orange BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E. & J. Burke, pints and quarts.
DRAUGHT ALE and PORTER, by the Gallon.
ALE and PORTER, in hogsheads.

Specially Selected
CIGARS.

Fine New Season's CUMSHAW TEA, in 5 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

Milner's PATENT FIREPROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Hongkong, June 14, 1884. 981

For Sale.

FOR SALE.

SIX EUROPEAN HOUSES, Nos. 1, 2, 3, 4, 5 and 6, Alexandra Terrace. Monthly Rent, $330.
Apply to
"A. B.,"
Office of this Paper.
Hongkong, May 28, 1884. 885

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts ... $20 per Case of 1 doz.
Pints ... $21 " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Prices:—
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

PUBLICATIONS BY J. DYER BALL.

"CANTONESE MADE EASY"—A Book of Simple Sentences in the Cantonese Colloquial with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and *vice versâ.*—Price, $2. Interleaved Copies, $2.50.

"We most cordially recommend it."—*China Review.* "Will be found to supply a want long felt by students of Cantonese."—*Daily Press.* "Mr. Ball's Notes on Classifiers and Grammar will be found very valuable."—*China Mail.*

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FOR SALE at Messrs. Kelly & Walsh's, W. Brewer's, and Lane, Crawford & Co.'s, Hongkong; and at Messrs. Trübner & Co.'s, London.
Hongkong, January 23, 1884. 143

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT,
BY
Dr. E. J. EITEL.
Crown Octavo, pp. 1018.
Hongkong, 1877-1883.

Part I.	A-K,	$2.50
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This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.
LANE, CRAWFORD & Co.
Hongkong, January 15, 1883. 151

For Sale.

FOR SALE.

NATURAL German Mineral WATER (BIRRESBORNER BRUNNEN) in Pints and Quarts.
Pints ... $9 per Case of 72 bottles.
Quarts ... $8 " " 48 "
Apply to
WIELER & Co.
Hongkong, July 18, 1884. 1190

JUST LANDED AND FOR SALE.

A Parcel of New Season's FOOCHOW TEA of the Finest Quality, Specially Selected for the Hongkong Hotel.
Prices:—
Boxes of 5 Catties ... $ 3.50 each.
" " 10 " ... $ 6.00 "
" " 20 " ... $12.00 "

ALSO,
An Assortment of BEER from America.
The Celebrated
MILWAUKEE
AND
ST. LOUIS ANHEUSER.
Prices:—
$1.90 ... per dozen Pints.
$3.00 ... " " Quarts.

Jules Mumm Extra Dry CHAMPAGNE.
Prices:—
$11.00 ... per dozen Pints.
$20.00 ... " " Quarts.
Orders promptly attended to.
H. ST. CLAIR GREELEY,
Manager,
Hongkong Hotel.
Hongkong, July 7, 1884. 1115

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
China Mail Office.

Notices of Firms.

NOTICE.

WE Have this day Admitted as a Partner in our Firm Mr. WILLIAM SNELL ORR.

Our Partners now are Mr. THOMAS DEAS BOYD, Mr. EDWARD NEILSON ROSE, Mr. THOMAS COVIL and Mr. WILLIAM SNELL ORR.
BOYD & Co.
Amoy, 1st July, 1884. 1086

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

C. T. Hook, British steamer, Captain W. Jarvis.—T. Howard & Co.

El Capitan, American ship, Capt. J. E. Sewall.—Captain.

F. C. Sieben, German barque, Capt. Holm.—Wieler & Co.

Jane Maria, British barque, Capt. J. O. Griffiths.—Wieler & Co.

Myvanwy, British schooner, Capt. Jas. Vincent.—Turner & Co.

Victoria, British steamer, Captain J. B. Shield.—Siemssen & Co.

West Australian, British barque, Capt. James Thomas.—Gilman & Co.

Wildwood, American barque, Captain Chas. A. Sawyer.—Melchers & Co.

Wilhelm Homeyer, Ger. barque, Capt. W. Holtz.—Siemssen & Co.

Notices to Consignees.

MITSU BISHI MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S. S. *YOKOHAMA MARU,* FROM GLASGOW AND LONDON.

THE above Steamer is due here on or about the 10th Instant.

Consignees are requested to send in their Bills of Lading for countersignature to the Undersigned as soon as possible, and to take delivery on Steamer's arrival from ship's side.

Cargo impeding discharge will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

No Claims will be admitted after the packages are taken delivery of.
H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail S. S. Co.,
53, Wyndham Street.
Hongkong, August 8, 1884. 1323

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 12th Instant.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, August 4, 1884. 1292

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Wingsang* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 4, 1884. 1290

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG & SINGAPORE.

THE Steamship *Almandine,* Capt. Johnson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai, unless notice to the contrary be given before Noon To-morrow, 8th August.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, August 7, 1884. 1310

Notices to Consignees.

STEAMSHIP *YANGTSE.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships *Invertay* and *Indus,* from Antwerp and London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p.m. To-day (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 14th Instant, at Noon, will be subject to rent and landing charges at 1 cent. per package per diem.

All Claims must be sent in to me before the 19th Inst., or they will not be recognised.

No Fire Insurance has been effected.
I. MARTIN,
Acting Agent.
Hongkong, August 7, 1884. 1313

CASTLE LINE OF STEAMERS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glamis Castle,* White, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai, No. 3, behind the premises known as 'Blue Buildings,' whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 10 a.m. To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, August 5, 1884. 1300

To-day's Advertisements.

WANTED by an old established London Firm (which has been doing Business with the East for many years) a respectable and reliable Agent to procure INDENTS from native dealers.—State terms and references to 'J. F.,' care of Messrs. Waterlow & Sons, Great Winchester Street, London, England.
9th August, 1884. 1333

FOR SHANGHAI.

The Steamship *Yangtsze,* Captain Schulz, will be despatched for the above Port on MONDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, August 9, 1884. 1329

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

The Co.'s Steamship *Diamante,* Captain Stach, having been quarantined on her arrival from Amoy, her Departure for the above Port is POSTPONED until further Notice.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, August 9, 1884. 1334

FOR SAN FRANCISCO.

The 3/3 L. L. 1 British Ship *Forest King,* Lockhart, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 9, 1884. 1331

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON AND ANTWERP.

ON THURSDAY, the 21st August, 1884, at Noon, the Company's S. S. *NATAL,* Commandant Poydenot, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 20th August, 1884.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th August, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
I. MARTIN,
Acting Agent.
Hongkong, August 9, 1884. 1332

SHIPPING.

ARRIVALS.

August 8, 1884:—

Alwine, German steamer, 400, P. Moss, Quinhon August 5, Salt.—Wieler & Co.

Adowa, British steamer, 1,111, W. T. Osborne, R.N.R., Bombay July 20, and Singapore August 2, General.—P. & O. S. N. Co.

Patroclus, British steamer, 1,650, R. J. Brown, Foochow August 7, General.—Butterfield & Swire.

August 9:—

Benlarig, British steamer, 1,482, J. H. Clark, Foochow August 7, General.—Gibb, Livingston & Co.

Diamante, British steamer, 514, F. J. Stach, Amoy August 7, General.—Russell & Co.

Peng-chao-hai, Chinese gunboat, from a cruise.

DEPARTURES.

August 9:—

Andrew Jackson, for Hakodadi.
Kwongsang, for Shanghai.
Amatista, for Iloilo.
Duburg, for Swatow.
Tannadice, for Sydney, &c.
Patroclus, for London, &c.
Kung-pai, for Canton.
Benclutha, for Swatow.
Chintung, for Canton.

CLEARED.

Governor Tilley, for San Francisco.
Gastrula, for Nagasaki.
Atalanta, for Chefoo.
Namoa, for Swatow and Foochow.
Almandine, for Shanghai.
Anton, for Hoihow.
Benlarig, for London, &c.

PASSENGERS.

Arrived.

Per *Alwine,* from Quinhon, 37 Chinese.
Per *Adowa,* from Bombay and Singapore, 251 Chinese.
Per *Patroclus,* from Foochow, Rev. and Mrs Lloyd and 4 children, Mrs Shaw, and 270 Chinese.
Per *Bellarig,* from Foochow, 90 Chinese.
Per *Diamante,* from Amoy, 63 Chinese.

Departed.

Per *Yangtsé,* for Shanghai: from Marseilles, Mr Muellendorff, Messrs Mustel and Fereand, Sisters Louise, Gabrielle and Vincent, Mr Condiglia, Sister Montiglio; from Singapore, Rev. B. P. Furgis; from Saigon, Mr Bunnaire and Lieut. De Kergus.
Per *Menzaleh,* for Yokohama: from Hongkong Mr G. Minda; from Marseilles, Mr Wakai; from Singapore, Mr and Mrs Willard, Miss Bernio, Mr and Mrs Calves and Mr Smith.
Per *City of Tokio,* for Yokohama, Messrs G. H. Melbye, G. Grimble, H. A. Whiting and servant, Surgeon Major Hector, Mrs Kawasaki, Dr. and Mrs Happer, Mr and Mrs Damon; for San Francisco, 1 European, and 322 Chinese.
Per *Amatista,* for Kudat, &c., 1 European and 30 Chinese.
Per *Duburg,* for Swatow, 365 Chinese.
Per *Tannadice,* for Port Darwin, &c., 3 Europeans, and 60 Chinese.
Per *Patroclus,* for Singapore, &c., 156 Chinese.

To Depart.

Per *Kwongsang,* for Shanghai, 38 Chinese.
Per *Namoa,* for Swatow, 300 Chinese.
Per *Anton,* for Hoihow, 100 Chinese.

SHIPPING REPORTS.

The British steamer *Adowa* reports: Early part of passage strong S.W. winds with squalls.

The British steamer *Patroclus* reports: Left Foochow at 9 a.m., on 7th August; Fine weather to port.

The British steamer *Ben Larig* reports: Left Foochow on the August 7th; first part strong N.E. wind and high sea; latter part variable winds and fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW and FOOCHOW.—
Per *Namoa,* at 8.30 a.m., on Sunday, the 10th inst.

For HOIHOW.—
Per *Anton,* at 9 a.m., on Sunday, the 10th inst.

For SHANGHAI.—
Per *Yangtsze,* at 3.30 p.m., on Monday, the 11th inst.

For MANILA.—
Per *Diamante,* at 4.30 p.m., on Monday, the 11th inst.

For SHANGHAI.—
Per *Fushun,* at 4.30 p.m., on Monday, the 11th inst., instead of as previously notified.

For SWATOW, AMOY and SHANGHAI.—
Per *Kwang Lee,* at 11.30 a.m., on Wednesday, the 13th inst.

For STRAITS and CALCUTTA.—
Per *Wingsang,* at 2.30 p.m., on Thursday, the 14th inst.

For NAGASAKI, KOBE, and YOKOHAMA.—
Per *Teheran,* at 11.30 a.m., on Saturday, the 16th inst.

For STRAITS and BOMBAY.—
Per *Adowa,* at 2.30 p.m., on Saturday, the 16th inst.

MAILS by the British Packet.—
The British Contract Packet *Khedive* will be despatched on THURSDAY, the 14th August, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi;* to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS by the French Packet.—
The French Contract Packet *Natal* will be despatched on THURSDAY, the 21st August, with Mails to the United Kingdom, Europe, and places beyond, *viâ Naples;* to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS by the United States Packet.—
The United States Mail Packet *San Pablo,* will be despatched on FRIDAY, the 22nd inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M. Registry ceases.
2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

HOURS OF CLOSING

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—
Day of Departure,—
Noon. —Money Order Office closes.
2 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 P.M.—Mail closed, except for Late Letters.
3.10 P.M.—Letters may be posted with Late Fee of 10 cents until
3.30 P.M.—When the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

9 a.m.—*Namoa* leaves for Swatow and Foochow.

RELIGIOUS SERVICES:—

St. John's Cathedral.—Rev. W. Jennings, M.A., Colonial Chaplain. Morning Service 11, Evening 5. Holy Communion every Sunday, except the 2nd and 4th in the month.

Military Service.—Rev. H. W. Lee, B.A., Military Chaplain. Parade Service at 8 a.m. Holy Communion on the second Sunday at the conclusion of the Parade Service.

Union Church.—Service, 11 a.m. Soldiers' Service, 7.30 a.m.—Rev. J. Colville. Service in Chinese, 2 p.m.—Rev. J. Chalmers, M.A., LL.D.

St. Peter's Church, for Seamen, &c.—Rev. H. W. Lee, B.A., Chaplain. Service at 6 p.m. Holy Communion after Service on the third Sunday in each month. All the Seats are free.

London Mission Chapel, Queen's Road West.—Hongkong Christian Association Services for Seamen, on Sundays, at 7.30 p.m., and on Fridays, at 7 p.m.

St. Stephen's Mission Church.—Rev. J. B. Ost, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer:—Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

German Bethesda Chapel.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

St. Joseph's Church, Garden Road.—9 a.m. Mass and Sermon. 5.30 p.m. Evening Service, Benediction.

Peak Church.—Church of England Services at 5 on all Sunday Evenings in the month except the last. Holy Communion at 8 a.m. on the last Sunday in month. Presbyterian Service on last Sunday at 5 p.m.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—*Yangtsze* leaves for Shanghai.
5 p.m.—*Fushun* leaves for Shanghai.

Miscellaneous.

Registers of Shares of the Hongkong and Shanghai Banking Corporation, closed from this date to 25th Inst., inclusive.

THE
HONGKONG DISPENSARY,
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
Wholesale and Retail Druggists,
IMPORTERS
OF
Druggists' Sundries, Nursery Requisites, Toilet Requisites, English, American, and French Patent Medicines.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.
The Manufactory is under direct and continuous European Supervision.
Hongkong, June 1, 1876. 736

SUN AND TIDE TABLE FOR HONGKONG.
AUGUST.

Day of Month.	High Water. Morn. H. M.	High Water. Aft. H. M.	Sun. Rises. H. M.	Sun. Sets. H. M.
10	10.31	—	5.37	6.34
11	[illegible]	—	5.37	6.33
12	0.45	0.03	5.37	6.33
13	1.27	0.58	5.37	6.32
14	2.19	2.13	5.38	6.31
15	3.19	4.26	5.39	6.30

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen: 3 hrs. 45 mins.

The publication of this issue commenced at 7.35 p.m.

The China Mail.

HONGKONG, SATURDAY, AUGUST 9, 1884.

TELEGRAMS.

FRANCE AND CHINA.

London, 8th Aug., 1884.

The Under-Secretary for Foreign Affairs, in reply to a question in the House of Commons, said that negotiations between China and France are not broken off and hopes of an amicable settlement between them are still entertained.

Special cablegram to 'China Mail.'

(Per E. E. A. & C. Telegraph Co.'s Line.)

Foochow, Aug. 9th, 11 a.m.

Less fear of rebel outbreak. Foreigners fairly protected.

LOCAL AND GENERAL.

Passed Canal:—*Stentor,* July 14; *Antenor,* July 25.

The next American Mail, per the O. & O. steamer *San Pablo,* left Yokohama on Sunday, the 3rd instant at daylight, and may be expected here on or about Saturday, the 9th instant.

The next English Mail, by the P. & O. Co.'s steamer *Thames,* left Singapore for this port on Wednesday, the 6th instant, at 5 p.m., and may be expected to arrive here on or about Monday, the 11th instant.

The S. S. *Menmuir* left Sydney for this port on the 3rd inst.

The S. S. *Diomed* left Singapore for this port on the 4th inst.

The S. S. *Ajax* left Singapore on the 4th instant for this port.

The S. S. *Celtic Monarch* left Singapore for this port on the 6th inst.

A Telegram was received from Foochow late yesterday evening reporting that all was quiet there.

The Government Astronomer reports:—The Barometer is steady along the Coast but continues falling in Nagasaki.

The Superintendent of the Eastern Extension Australasia and China Telegraph Co., Limited, announces that the Manila Land Lines are restored. Also that messages for Mauritius should reach Aden by 5 p.m. on Monday.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bombay, via Straits	Adowa (s)		P. & O. S. N. Co.	August 16, at 3 p.m.
Cape Town, &c., via Singapore	Kennett (s)	Sanderson	Douglas Lapraik & Co.	About August 20.
Havre and Hamburg	Papa	F. Kohler	Arnhold, Karberg & Co.	quick despatch
London, via Suez Canal	Glenearn (s)	Duke	Jardine, Matheson & Co.	About August 15
London, &c., via Suez Canal	Khedive (s)	M. de Horne	P. & O. S. N. Co.	August 14, at 4 p.m.
Manila	Diamante (s)	Stach	Russell & Co.	quick despatch.
Marseilles, &c., via Saigon	Natal (s)	Poydenot	Messageries Maritimes	August 21, at noon.
New York, via Suez Canal	Principia (s)	Kerruish	Russell & Co.	quick despatch.
New York	El Capitan	Sewell	Russell & Co.	quick despatch.
New York	Southern Cross	Bailey	Russell & Co.	quick despatch.
San Francisco, via Yokohama	San Pablo (s)		O. & O. S. S. Co.	August 22, at 3 p.m.
San Francisco	Honauwar	Lane	Russell & Co.	quick despatch.
San Francisco	Forest King	Lockhart	Russell & Co.	quick despatch.
Shanghai	Yangtsze (s)	Schulz	Siemssen & Co.	August 11, at 4 p.m.
Shanghai	Fushun (s)	Croad	Russell & Co.	August 11, at 5 p.m.
Shanghai	Almandine (s)	Johnson	Russell & Co.	quick despatch.
Shanghai, via Swatow and Amoy	Kwang-lee (s)	Andrew	Russell & Co.	August 13, at 4 p.m.
Singapore, Penang and Calcutta	Wingsang (s)	d'A. de St. Croix	Jardine, Matheson & Co.	August 14, at 3 p.m.
Singapore, Penang and Calcutta	Japan (s)	T. S. Gardner	David Sassoon, Sons & Co.	August 14, at 3 p.m.
Swatow and Foochow	Namoa (s)	Pitman	Douglas Lapraik & Co.	August 10, at 9 a.m.
Swatow, Singapore and Bangkok	Mongkut (s)	P. H. Loff	Yuen Fat Hong	August 12, at 2 p.m.
Sydney and Melbourne	Woosung (s)	Hunt	Butterfield & Swire	August 19.
Victoria (British Columbia)	Wildwood	Sawyer	Russell & Co.	quick despatch.
Yokohama and Hiogo	Celtic Monarch (s)	Brooks	Russell & Co.	quick despatch.

SHARE LIST.—QUOTATIONS.

August 9, 1884.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per Last Report. Reserve.	Position per Last Report. W'king account.	Closing Quotations, Cash.
BANKS.						
Hongkong and Shanghai Bank Corporation	60,000	$ 125	$ 125	$4,063,361.60	$ 57,645.23	130 % prem. = $287.
INSURANCES.						
North-China Insurance Company, Limited	5,000	£ 200	£ 50	First year	...	Tls. 280 per share
Yangtsze Insurance Company, Limited	8,000	£ 25	£ 25	£ 50,000	...	Tls. 140 " business
Union Insurance Society Company, Limited	2,000	$ 1,250	$ 125	$ 500,000	$ *576,391.99	$550 "
China Traders' Insurance Company, Limited	24,000	$ 83.33	$ 25	$ 600,000	$ 107,411.65	$69 "
Canton Insurance Office Company, Limited	10,000	$ 250	$ 50	$ 55,000	...	$85 "
Chinese Insurance Company, Limited	1,500	$ 1,000	$ 200	$ 28,711.60	Credit balance $ 35,165.20	$180 "
Hongkong Fire Insurance Co., Limited	8,000	$ 250	$ 50	$ 885,000	$ 285,231.00	$340 per share
China Fire Insurance Company, Limited	20,000	$ 100	$ 20	$ 516,978	$ 189,978.34	$65 "
STEAM COMPANIES.						
HK. C. and M. Steamboat Co., Limited	8,000	$ 100	$ 75	$ 215,000	$ 53,691.80	$115 "
Indo-China S. N. Co., Lt. 60,000 sh. issued	18,387	£ 10	£ 10	...	...	22½ discount
	31,212	£ 10	£ 8.10			
China and Manila S. S. Company, Limited	3,500	$ 100	all	...	...	25 discount
MISCELLANEOUS.						
Hongkong & Whampoa Dock Co., Limited	2,000	$ 125	$ 100	$ 18,000	$ 4,351.58	58 prem., buyers = $197.50
HK. and China Gas Company, Limited	500	£ 10	£ 10	£ 8,552.17.10	...	$84 per share
New Shares	1,900	£ 10	£ 7.10			
Hongkong Hotel Co., Lt., 3,000 shs. issued	2,000	$ 100		...	...	$145 "
	1,000	$ 50	...			
China Sugar Company, Limited	9,000	$ 100	$ 100	...	6,629.70	$115 " ex dividend
Hongkong Ice Company, Limited	1,250	$ 100	$ 100	$ 24,250	$ 543.88	$140 "
Hongkong Bakery Company, Limited	600	$ 50	$ 50	$ 6,000	$ 656.32	$100 " buyers
Luzon Sugar Company, Limited	7,000	$ 100	$ 100	...	$ 4,090.65	$85 " ex dividend
Perak Tin Mining & Smelting Co., Limited	5,000	$ 50	all	...	First year	$70 " buyers
Selangore Tin Mining Co., Lt. of Shanghai	2,500	$ 100	all	...	do.	$275 "
Hongkong Rope Manufactory Co., Limited	3,000	$ 50	all	...	do.	$65 "
LOANS.				Rates of Interest.	Payable.	
Chinese Imperial 1874	6,276	£ 100	all	8 %	June 30 Dec. 31	
" " 1877	16,040	£ 100	all	8 %	Feb. 28 Ag. 31	
" " 1878	3,899	Tl. 500	all	8 %	April & October	
" " 1881	8,565	Tl. 500	all	8 %	June 16 & Dec. 10	par.
Sugar Debentures, 1880	600	$ 500	all	8 %	June & Decem.	2 % prem.

A telegram received to-day by the German Consul from Saigon states that the German three-masted schooner *Annie*, Captain Möller, is sunk eight miles east by south of Cape Tuban, in ten fathoms. She left Hongkong on the 10th of June last, bound for Bangkok. No further particulars are furnished.

Fifty of the Snider carbines recently sold by the Police authorities here, together with side arms and a stock of ammunition, have been purchased on behalf of the foreign community at Foochow and are to be forwarded by the first steamer for the use of the members of the community in case of any serious disturbance there.

The China and Manila S. S. Company's steamer *Diamante* (Captain Stash), which arrived from Amoy this morning, has been placed in quarantine. There are no cases of cholera on board, but it is probable that the *Diamante* will have to conform to the regulation by remaining in quarantine for six days. It is reported that cholera is carrying off a number of natives at Amoy, and that H.M.S. *Sapphire* has lost one of her crew, it is thought, through an attack of the disease.

There was a very large gathering of all classes of the community in the Botanical Gardens last evening to enjoy the sweet sounds discoursed by the Band of the Buffs. The air was pleasantly cool, and a clear sky and bright moon conduced much to the enjoyment of the open air concert. The programme was a varied one and should have given satisfaction to both the lovers of classical music and of popular airs. The selection from the *Bohemian Girl* was, we think, the most appreciated piece, though the last item on the programme, with its laughing refrain, took the palm for novelty and originality.

We were glad to hear the popping of corks from the neighbourhood of the Band after the first three pieces had been performed, as it showed that something had been done towards the comfort of those who were doing so much for the entertainment of the community.

Last Saturday evening, about dusk, a Chinese workman employed at Aberdeen Docks, who had been to Victoria to obtain the wages of several of his shopmates, was set upon by three men when within a mile of Aberdeen, and robbed of all the money he had in his possession. The robbers tied the workman's hands behind his back, threw him down, rifled him and then fled. The workman was attacked in an unfrequented part of a by-road. His hands were still tied when he walked into Aberdeen.

The following evening, almost at the same time and place, a European sailor belonging to the steamer *Kennett*, then in Aberdeen Dock, was attacked by three men, probably the same parties who fleeced the native workman the previous evening. The highwaymen tried to steal a bundle the sailor was carrying, but they soon discovered they had tackled the wrong man. The sailor plied a stick with which he was armed so lustily that the would-be robbers were soon fain to beat a hasty retreat. One of the band was felled, but he soon recovered and fled.

We understand it is the intention of the Tramways Company to carry three classes of passengers—first, second and third. To accommodate these classes of customers each car will be divided into three compartments. It seems to us that such arrangements as these are a little antiquated, and that their adoption requires careful consideration. As our readers are aware the tendency now-a-days is to simplify travelling arrangements. On many of the railways now only two classes of passengers are carried, and in the tram cars there is even less division of passengers than in the railway carriages. If our recollection is not at fault, only one class of passengers is carried on the cars in the streets of London. There is the same arrangement in Sydney. The chief object of the constructors of the cars appears to be to facilitate the ingress and exit of passengers, and to secure the absence of any confusion in regard to tickets and the taking of seats. In London, entrance to the cars is usually at the ends; the Sydney people are more advanced than this, and the customer is able to enter the cars all along the sides; in fact there is an entrance to each row of seats, and there are no doors.

In Hongkong and the East, of course, it is necessary to provide accommodation for two classes of passengers. Europeans cannot travel side by side with Chinese coolies. But is it desirable to have a second class? The time has, we fancy, gone by when Europeans would object to travel with such Chinese as would care to pay first-class fares. Anyway, there are Chinese who would pay the highest rate if there were three rates of fares, and we do not think it is the intention of the Company to provide one compartment solely for Europeans, no natives being admitted to it. No doubt the idea of the Company is, that Europeans will be carried in the first division of the car; that the respectable class of Chinese will travel in the second division, and that the coolies will occupy the top. There is much to be said in favour of an arrangement of this kind. It is at least excellent from a sanitary point of view. Then again if the whole body of the car were devoted solely to first class passengers—only two classes being carried—it is possible there would be more first class accommodation than was required, and a pressure on the space assigned to coolies. It is anyway most desirable that low class natives should be kept to the top of the car.

Calcutta, 14th July.—News, *via* Rangoon, of the Colquhoun exploring expedition represents the enterprise as proceeding slowly but satisfactorily. Some delay has been experienced in getting native officials to supply elephants, etc., but on the whole the Zimmay Chiefs are friendly and are assisting the expedition by furnishing convoys and giving other help.

London, 15th July.—Bank Shares :—
Chartered Bank £23
Chartered Mercantile Bank £17 10s
Hongkong and Shanghai Bank £51

Brignoli, the famous tenor singer, recently related a story which illustrates how a foreign accent sometimes changes the sense of a word to English ears. He was singing in a concert for a charitable object. The prima donna was suddenly attacked with singer's sore throat, and it became necessary that some one should apologise to the audience. The manager declared he was suffering from nervousness, and could not do it, and he begged Brignoli to make the explanation. The tenor, going forward, said :—'Ladies and gentlemen, I regret to zay zat Mme. N—— eez leetle horse dis evening.' Peals of laughter greeted this announcement, and the tenor looked puzzled, thinking the audience misunderstood him. He advanced once more, and with thundering emphasis roared out :—'I zay zat Mme. N—— eez a leetle horse dis evening.' Another roar of laughter, amid which a voice in the gallery cried out, 'Then if she is a horse, why not trot her out?' Then the mistake was plain to him, and Brignoli laughed as heartily as any one.

A good story is told at the expense of the Assessors in a town of Norfolk country, Mass. A few years since, when the tax bills came out, a farmer went before the Board and asked for an abatement on the tax of a wood lot. His request was refused, so he went quietly to work and cut the wood from the lot, and said nothing. The next year the Assessors did not think it necessary to view the wood lot, as some of the Board had inspected it the year before, and so marked the valuation the same. Again the owner appeared and asked for a reduction of tax, saying it was too much.

'Will you sell the lot at the valuation?' asked one of the Assessors. The crafty farmer hesitated a moment and then, pretending that he saw the drift of the question, said he would.

'I will take it,' said the Assessor.

The farmer hung fire for a while, but finally said he could have it.

In due time the papers were passed, and when the new owner visited his possession and found acres of sprout land where he expected cords of heavy wood, his wrath can be imagined.—*Boston Globe.*

The Maori King paid a visit to the British Museum the other day. He was accompanied by one of his suite. His Majesty is a first-rate tourist. He 'did' the whole of the museum in about a quarter of an hour. As soon as he entered the establishment an attendant was told off to show him over the rooms. His Majesty entered the reading-room, glanced round at the rows of books and at the lofty dome, and went out again as fast as he was able. He then hurried up the grand staircase, took a look at a few cases of Roman and Assyrian antiquities, and asked to see the Egyptian rooms. Strangely enough, although he himself had expressed a wish to visit that department, the sight of it appeared to frighten him. The antiquity of the mummies was something beyond his comprehension, and seemed to appal him. He clung to the arm of his attendant, and, uttering an exclamation of 'Boo-boo,' shrunk from the figures as if they had been apparitions. He then passed quickly through the statuary departments, hardly stopping to look at anything and hastily left the establishment. The object of his visit had apparently been to see the mummies. He had nerved himself to look at them, and yet in going up the grand staircase his knees trembled, and when he saw the strange remnants of humanity he shrank from them with superstitious awe.

The following important telegram respecting the formation of the new Oriental Bank appears in the Indian papers :—

Bombay, 24th July.—The main features of the Prospectus of the New Oriental Bank Corporation, Limited, are as follows :—

Capital 2,000,000 sterling, and first issue of 100,000 shares of £10 each, 50,000 being reserved for issue abroad.

The Directors are as follows :—

Christian Allhusen, Director of the International Bank of London.

Lionel Boyle, of Messrs. Boyle, Campbell, Buxton & Co.

W. W. Cargill, founder of the old O.B.C.

E. Harrison, formerly President of the Bank of Bengal.

Macdonald, formerly President of the Bank of Bombay.

Sir Benjamin Pine, late Governor of the Leeward Islands.

Tod Heatley, of London.

Branches will be confined to the Colonies, India, Japan and China.

It is proposed to make satisfactory arrangements with the Liquidator to act as his Agent in the realization and collection of the assets of the late Corporation.

Arrangements will be made for affording assistance to the shareholders and creditors of the old Bank, but no liability will be undertaken in respect of the engagements of the old Bank.

Where expedient, it is proposed to have local Boards on the spot for the effective management and superintendence of the branches.

Rumoured Hostilities.

The *Daily Press* published an *Extra* early this afternoon stating :—'Shanghai, 9th August, 11.50 a.m. The port of Keelung, Formosa, has been taken by the French. The French Minister has informed the Chinese Government that they must settle to-day, or Amoy and the Pescadores will be seized. War is not declared as yet.'

We have not received any cablegram from Shanghai corroborating this rather startling advice, although we telegraphed up to Shanghai for information as late as 4.30 this afternoon. If our contemporary's cablegram represents facts, it is inexplicable to us that no corroboration of it has reached us, for news like this would quickly spread over the Settlement, and, in addition to this, our correspondents there are in an excellent position for obtaining prompt and trustworthy information. It may be they are away from the Settlement, enjoying a short respite from work, the day being Saturday, but we have not heard that any one in the Colony has received corroborative news.

On the whole we are inclined to think our contemporary's advice is not well founded. Without wishing to carp at the special cablegrams received by the *Daily Press* from Shanghai, we may say they have not been of that trustworthy nature which would induce us to place implicit faith in the one received today. On the 1st August, our contemporary's Shanghai correspondent telegraphed : 'It is rumoured here that the questions at issue between France and China have been referred to the American Minister for decision.'

Three days later—on the 3rd instant—he telegraphed : 'The Chinese Government offer to pay France the sum of Tls. 500,000, or, as an alternative, to negotiate a treaty leaving the indemnity to be fixed by arbitration. M. Patenôtre refuses to accept either of these proposals.' This did not read as if the matter had been referred to the American Minister for his decision.

Then, four days later—on the 7th,—he telegraphed that 'the negotiations are awaiting the arrival of the American Minister, who is expected to-morrow.'

Yesterday he informed us that it was the President of the United States who was mediating, and that he had wired to Peking that France desired seven days to answer.

Now, to-day, he informs us that France has taken action, from which it would be reasonable to infer, we assume, that there was no mediation going on, either on the part of America or any other power.

We do not say this startling advice is an unfounded report. It looks reasonable enough in itself. But it certainly requires confirmation.

Keelung, which, it is said, the French have seized, is a port lying at the northern end of the island of Formosa. It lies on the Eastern side of a point which forms the most Northerly portion of Formosa, and Tamsui lies on the Western side of the same point. Though Keelung is itself only a village, it has long carried on a considerable trade with Amoy, Chin-chew and Foochow. Its staple product, as our readers are aware, is coal, the mines of which are stated in the *Directory* to be very productive. Some of them are now being worked with modern machinery under the direction of English miners. The foreign trade at this port is said to be confined to coal, and its exports are included in the returns for Tamsui. The scenery is described as bold and striking.

The Pescadores, which are, it is said, to be seized with Amoy unless the Chinese give in to the French to-day, are a group of islands in the Formosa Channel, Amoy being the nearest port on the Chinese coast. They would be about 100 miles distant from Amoy. The Pescadores consist of 21 inhabited islands, besides several rocks. Not one of the group rises to a greater height than 300 feet above the level of the sea. The two largest of the islands, Ponghou and Fisher, lie near the centre of the archipelago, and between them is an extensive and excellent harbour. There is a town called Makung, which boasts of a citadel and a line of embrasures.

Amoy is described by Dr Williams as follows :—

The island (upon which Amoy is built) is about forty miles in circumference, and contains scores of large villages besides the city. The scenery within the bay is picturesque, caused partly by the numerous islands which define it surmounted by pagodas or temples, and partly by the high barren hills behind the city. There is an outer and an inner city, as one approaches it seaward, divided by a high ridge of rocky hills having a fortified wall running along the top. A paved road connects the two. The entire circuit of the city and suburbs is about eight miles, containing a population of 300,000, while that of the islands is estimated at 100,000 more. The harbour is one of the best on the coast; there is good holding ground in the outer harbour, and vessels can anchor in the inner, within a short distance of the beach, and be perfectly secure; the tide rises and falls from fourteen to sixteen feet. The western side of the harbour, here from six hundred and seventy-five to eight hundred and forty yards wide, is formed by the island of Kulangsu. It is a picturesque little spot and maintains a rural population of 3,500 people. Eastward of Amoy is the island of Quemoy or Kinmum (Golden Harbour), presenting a striking contrast in the low foreground on its south shore to the high land on Amoy.

The *Directory* says :—There is little to be said about the city. It ranks as a third class city in China, but it bears no comparison to Canton in wealth or general appearance. It is considered, even for China, to be very dirty, and its inhabitants are unusually squalid in their habits. There are several places of interest to foreigners in the vicinity, and excursions can be made to Chang-chow-fu, the chief city of the department of that name, and situated about 35 miles from Amoy. The island of Kulangsu is about a third of a mile from Amoy, and the residences of nearly all the foreigners are to be found there, although most of the foreign business is transacted on the Amoy side. The population of Amoy is estimated at 88,000. The foreign residents number about 280.

There has always been a comparatively good trade done at Amoy. In 1864 the rebels captured Chang-chow-fu, and the commerce of the port was greatly interfered with. There are a number of steamers from Hongkong which touch here regularly, and communication with that port is thus very frequent. Direct communication with Manila and the Straits Settlements is also maintained. The total export of Tea for 1882 was 144,733 piculs, and of Sugar for the same period 234,114 piculs. The net importation of Opium for 1882 was 8,762 piculs as compared with 8,177 piculs in 1881. The total value of the foreign trade of the port for 1882 was Tls. 11,251,035, against Tls. 11,939,376 in 1881.

Foochow.

(From our Correspondent.)

Foochow, August 6.

At such a critical moment as the present is here, it is almost as difficult to know how to write without having to alter the whole context at the last moment, as it is to surmise whether or not there will be, in perhaps only the course of a few hours, a means of communication by letter between here and Hongkong. In fact it is very questionable whether telegraphic intercourse will be possible, as the Couriers between Foochow and the Station at Sharp Peak have been arrested, and their release up to now has not been effected. The reason assigned by the Chinese authorities for their arrest is that they are spies; whereas they have traversed the same route for a considerable period without molestation, and are perfectly well known and also their occupation. The following 'Express' was issued on Sunday last :—

'THE E. E. A. AND C. TEL. CO.

'The Chinese authorities either at the Arsenal or some place near it have arrested the last five Couriers and seized the messages they were carrying.

'The British Consul has been informed of this outrage and is investigating the matter.

'All messages up to date have been duplicated and forwarded by steam-launch, but as communication with Sharp Peak by any means is very uncertain, no more telegrams can be accepted until further notice.'

Through the courtesy of Admiral Dowell messages received up to yesterday forenoon were kindly forwarded by him to the Sharp Peak Station. At this very critical period, when the commencement of hostilities or otherwise depends entirely upon a cablegram, it is to be hoped that the indefatigable exertions of Mr F. I. Reutzsch (who has previously encountered somewhat similar difficulties, and has invariably gained his points) may be the means of getting regular communication restored. It was at first rumoured that still another week had been allowed the Chinese to reconsider their decision as to the payment of an indemnity and when it was found that the Conference was only extended to the 4th inst., the commotion amongst the natives of Foochow was beyond description.

Business generally amongst the Chinese became, and in fact is still, generally suspended, the only shops apparently doing any trade being those of the blacksmiths; the latter being seen busily engaged manufacturing such weapons as spear-heads and huge knives of every conceivable design; which, although said to be solely for the use of the rebels against the Chinese, are rather awe-inspiring—especially when a son of Vulcan, as you pass his door, runs his finger over a long blade just taken from the whetstone, and with a fiendish grin ejaculates *Fang Yang*. But I am given to understand that foreigners are to be allowed just a chance, as the rebels' (it is indeed questionable whether there are any Chinamen not rebels at heart) programme is to massacre all the Cantonese before they tackle the foreigners. If they really mean carrying out the second part of the programme, nothing can be easier, as although we have two gunboats lying off the Bund, the mere handful of foreigners could easily be despatched before effective assistance could arrive. It indeed appears hard that the lives of the community should be nightly jeopardised when there are hundreds of marines, idling on board vessels in the river, who ought to be patrolling the streets. I may say that the foreign community are, up to the present, entirely indebted for protection to a body of patriotic Chinese, who have certainly adopted the wisest course, namely, raising small volunteer corps averaging about forty men each, which patrol the streets from 10 p.m. to 5 a.m., and who, up to the present, have succeeded in preserving excellent order. To illustrate what preparations are being made to frustrate the expected raid of the rebels upon those Chinese who have not deserted their homes for a temporary country residence, I may say that although there are no less than seven roads by which I could, until recently, reach either the Bund or any Consulates on the Hill at any hour, I find to-day that I cannot now stir fifty yards in any direction without coming to newly erected gates which can be closed instantly. Being thus entrapped in the event of hostilities, I have deemed it advisable to obtain other quarters.

I alluded in my last letter to the regiments of Hunan 'braves' which passed Foochow on Saturday last; I have since learnt that whilst in the City a serious affray took place between them and the Foochow soldiers, three of the latter being stabbed. The services of as many Hunan 'braves' as possible being considered desirable at the present juncture, the delinquents were allowed to continue their tramp to Pagoda Anchorage—the mandarins making some slight compensation to the wounded men.

The U.S. gunboat *Monocacy* arrived on Sunday morning last, and taking up her position in close proximity to the *Merlin*, certainly made H.B.M.'s gunboat appear rather diminutive, although all the more cleanly and generally better appointed. Signalling from both vessels by means of flags and the telescope is being carried on daily in order that such service shall be as effective as possible in case of emergency. Even the electric light, lately displayed on the *Duguay Trouin*, was not such a mystery to the Chinese as this signalling, as the use of the telescope is not generally known by the natives of Foochow; and the telescope being worked, as is generally supposed, in connection with flags, it becomes a perfect mystery, especially as there is no sound attached to the proceeding, and without sound a *Chinaman's* invention would be considered worthless.

The celebrated Chinese General Pan Yok Lun, has, I learn, just arrived at the Anchorage to take charge of the troops, instead of going to defend Canton, as was originally intended, and thus confirms the now general belief that China really intends fighting first and paying an increased indemnity afterwards. The natives of a village situate within a short distance of Pagoda Anchorage appear, however, to be of the opinion that their fellow countrymen will not be allowed to display their bravery. The inhabitants of this village (if village it can be called) number about 80,000 persons; they are the most desperate bandits known and the terror of the surrounding country. These desperadoes have proposed to the Chinese authorities that they be furnished with four gunboats, with which to fight the French, who they consider can be easily conquered. I am not aware whether their proposition has received the assent of the Chinese Government, but the prevailing opinion is that, if furnished with the vessels they require, they would simply use the same for piratical purposes.

Our community has dwindled down to something under a hundred, which is an unusually small number for the present season and it could, I fear, make but a sorry defence against seven hundred thousand natives, although the latter are such arrant cowards. The chief thing we have to fear is famine, when the Chinese would all appear as rebels. I learn, however, there is sufficient rice now in Foochow to last for about two months, and there is no question, I imagine, about the difficulty being settled one way or another before the expiration of that period. As I am closing this, hostilities have never appeared so imminent, as, although Pagoda Anchorage is literally teeming with men-of-war, capable of devastating the port in a few hours, still the recent respites granted by the French have been the means of emboldening the Chinese, who are labouring under the very erroneous impression that they are far superior to the French. About twenty naval vessels representing various nations are now laying at or near Pagoda Anchorage and the French Admiral is only awaiting orders, which are hourly expected, before taking action.

Police Intelligence.

(Before A. G. Wise, Esq.)

Saturday, May 9.

THE CHARGE OF UTTERING A FORGED BANK NOTE.

The Japanese woman, Ohana, and the Chinawoman Wong a Ng, who were charged on the 7th inst. with uttering a forged $5 Bank note, were brought up on remand.

H. M. Thomsett, a clerk employed in the Hongkong and Shanghai Bank, gave evidence to the effect that the note in Court was presented at the Bank on July 16th, not by the defendants but by another Japanese woman. The first defendant stated that she could not remember from whom she got the note. She could not read English. She gave the note to the second defendant to change.

Defendants were discharged.

LARCENY.

Un, Aking, a coolie, was convicted of stealing two cigarette holders, value $1, from a hawker on the 8th inst. A previous conviction for larceny was proved against the defendant, and he was sentenced to three months' hard labour.

POCKET PICKING.

Wong Aming, a barber, was sent to gaol for fourteen days' hard labour for attempting to pick the pocket of Mr J. J. D. Pereira, a clerk in Messrs Brereton, Wotton & Deacon's office.

Complainant had just made a purchase in Queen's Road Central, and had received four dollar notes in change, which he put into his pocket. Defendant who was standing close by put his hand in complainant's pocket, and tried to take the notes, but was seized and given in charge.

PETTY LARCENY ETC.

A coolie employed at the Hung Hom Dock was sent to prison for fourteen days for stealing 2 lbs. of copper nails, the property of the Dock Co., and another coolie, named Lau Awong, was sent in for the same term for stealing a pair of shoes from a shoemaker's shop, while a rice pounder, named Li Alun, was sentenced to three weeks' hard labour, in default of paying a $25 fine, for unlawful possession of some old gunny bags, worth 50 cents.

ROGUE AND VAGABOND.

Ching Asau, *alias* Ng Asau, *alias* Ng Awing, a veteran thief of sixteen years of age, was found lying down in Battery Road at 4 a.m. on the 8th inst. He stated that he lived in Second Street, and only went to Battery Road for a walk. Seven previous convictions were proved against the defendant, and he was sentenced to three months' hard labour.

THE GROWTH AND SPREAD OF CHOLERA.

There are many places, including some large cities, which have always hitherto withstood the invasion of the disease in an epidemic form, although solitary outbreaks of cholera have occurred in them on more than one occasion. Among such places may be mentioned Stuttgart, Salzburg, Innsbruck Lyons, and Versailles; and there are other localities which, although they have once or twice proved susceptible, may be said to have enjoyed comparative immunity at periods when cholera has been raging all around them. Munich, for instance, has known but three epidemics since 1831; while Berlin has been visited by more than twice as many terrible outbreaks. There seems, therefore, to be such a thing as a temporary as well as a general susceptibility of particular localities to the attacks of the disease. In India the malady does not abide among special classes of the population, but in special localities. Its breeding-ground seems to be Lower Bengal, whence from time to time it spreads to other spots which are disposed to receive it; but even the normal or endemic abodes of the disease are very unequally affected in different years. In one season, for example, there may be in Calcutta but a couple of hundred cases, while in the following year there may be many thousands. It has been also noticed that there is generally an increase of cases there during the hot dry months of March and April, and a decrease during the rainy period in July and August.

It is of course evident that commerce has much to do with the spread of cholera germs; and, as a matter of fact, the indigenous cholera of India only began to extend its ravages after the appearance in Indian waters of the first steamship, in 1823. And yet the infection seems commonly to spread from one susceptible locality to another, and not from patient to patient. Against this the case of an outbreak on board ship has been cited; but on the other hand it is a common experience that, when cholera cases show themselves in a vessel lying in an infected port, the best thing to do is to cease all communication with the shore and put to sea with sound as well as sick on board. The cholera then almost invariably disappears. A great deal is made of the exceptional cases; and the excited public forgets to ask how many other vessels have left the same port under similar circumstances, and what has been the result. When these inquiries are made, it is astonishing to find how much immunity ships, as a rule, enjoy. In 1873, when cholera was raging on the continent of Europe, 152,135 persons took passage by Atlantic steamers from Continental ports to New York. These passengers were carried by about four hundred vessels, the cases of cholera, on board which were as follows: (1) On a steamer from Hamburg, two patients died on the voyage and two more in quarantine, and nine other patients recovered. All the patients belonged to one or other of two families; and no other case occurred among the remaining 300 passengers. (2) On a steamer from Havre, one man died on the voyage; but there were no other cases. (3) On a steamer conveying 298 passengers from Stettin, three persons died of cholera; but there were no other cases. (4) On a steamer from Havre, one death from cholera occurred; but there were no further cases. There were thus only nine fatal cases among the 152,135 travellers from infected ports. Of course it is not denied that there have occasionally been serious outbreaks of cholera on board ship; but here were four hundred vessels which, amid very disadvantageous circumstances, fared remarkably well.

There is significance, too, in the following story. On a certain British transport there were six companies of soldiers from two different stations—three from a barracks and three from a camp. Several days after the voyage had begun, cholera broke out, and many men died; but all the cases, both fatal and otherwise, occurred among the men who had been in camp; and of the sailors and the men from the barracks not one was taken ill. On board of English ships of war in the Indian seas it has been often noticed that cholera has broken out among the sailors or among the troops, but rarely or never among both. Men may have come on board already infected, or they may have brought with them ripe germs from the shore; but, when they fall ill at sea, the men who have not been ashore, or who have come from other places, are not touched by the disease. No doubt ships carry unripe cholera germs from infected ports; but the germs, ere they can become infectious and multiply, must again be landed; and whether they then develop and thrive depends upon the susceptibility of the landing-place. If they be not landed for a long time they generally die; and it is for this reason that, in spite of the enormous commercial intercourse between India and England, cholera has seldom or never been carried direct from the one to the other; nor has it ever been carried from India to the Cape or to Australia.

The proper deductions, from these facts are not, according to Professor von Pettenkofer sufficiently borne in mind. People are too apt to think that the only possible preventive measures are—(1) To attempt to keep out cholera germs by means of quarantine regulations; and (2) to destroy as many cholera germs as can be reached by means of disinfectants. These measures are praiseworthy, but they are not enough. It is a question whether all articles of commerce can by any available methods be thoroughly purged from cholera germs; and it is quite certain that, under existing regulations, goods often escape from any serious effort to purge them completely. Cholera germs are not like contraband. A piece of lace, after it has been smuggled into a country, remains a piece of lace; but one simple cholera germ may of itself produce millions of other cholera germs. If a piece of smuggled lace had the power of turning itself into millions of similar pieces of lace, it is clear that no ordinary preventive service could keep lace out of a country. Nor can quarantine regulations keep out cholera germs. One of the strictest quarantines in history is that which was enforced at Malta in 1865. From the moment of the outbreak of cholera in Alexandria all vessels coming from Egypt were sent to quarantine. Yet the island was attacked. And why? Doubtless because the germs had been landed before the disease had shown itself at the mouth of the Nile. If, says Professor von Pettenkofer, quarantines and cordons are to be really protective, they must be permanent; and they must, moreover, cut off all direct communication between India and Europe. When communication with the East becomes as irregular and as tedious as it was before the introduction of steam navigation, cholera will cease to appear in Europe. Meantime all that can usefully be done by the authorities is confined to preparations for combating the foe upon its appearance. Last year the British officials upon the spot satisfied themselves that the outbreak in Damietta did not originate, as had been asserted, in a case that had escaped, as it were, from India; and they thence erroneously concluded, says Dr. von Pettenkofer, that the epidemic originated in Egypt. The germs may have been brought to Egypt in the previous autumn or winter, and need not have at once caused sickness; or they may have been landed at a non-susceptible spot and may have only found a susceptible locality upon reaching Damietta; for germs often remain latent for a long time, and there are even some grounds for supposing that in certain districts they hibernate.

As to quarantine regulations, these excellent German doctors agree with our own authorities; and if they are right our only safe way of averting any serious visitation of cholera is by permitting no 'susceptible localities' to exist in Great Britain.

UTILISING SISTERS.

(From the *New York Times.*)

The West Philadelphia small-boy who launched his sister from the second-story window equipped with a pair of wings and a open umbrella deserves a great deal of credit in spite of the failure of his experiment.

There is a popular idea that the ordinary small boy is lacking in caution. This is an error. The small-boy is pre-eminently cautious. Look for a moment at his attitude towards the parachute. It is one of the traditions of small-boyhood that any one can safely jump from the top of the church steeple if he holds an open umbrella in his hand. No boy doubts that this is strictly true, but where is the small-boy who has ever entrusted his neck to an umbrella parachute? Now and then a small-boy borrows an umbrella, and in strict privacy tries the experiment of jumping from a fence with an umbrella in his hand, but the utmost urgency on the part of his comrades can never induce him to try the experiment from a second-story window. The small-boy is willing and anxious that others should incur great risks in almost any cause, but he is very slow to risk his own personal neck.

There is not the least doubt that the West Philadelphia small-boy firmly believed that his sister, when buoyed up with an umbrella and provided with turkey's wings, could fly. Indeed, he even now attributes her failure to accomplish anything except the fracture of her leg to her foolish omission to flap her wings. Still, with the caution characteristic of his kind, he himself did not try to fly. He is evidently an earnest student of science, and only those who are grossly ignorant of the characteristics of the small-boy will, for a moment, class him with reckless mischief-makers.

The remarkable thing in connexion with the West Philadelphia small-boy's experiment is the evidence which it affords that at least one small-boy has discovered that a sister can be made use of in scientific experiments. The utter and complete uselessness of young sisters has always been recognised as an axiomatic truth by small-boys. Now and then a grown-up sister has redeeming traits, and is reasonably useful in helping her brother to escape the paternal rod. But a younger sister has always been thought to be beneath notice. If, however, sisters can be made available in scientific researches—if they can be used in experiments like that tried by the West Philadelphia small-boy—they will suddenly acquire importance. It will be conceded in time that a sister may have some slight excuse for being, and that although she can never be taught to fight, to enjoy rat-killing, or to engage in any other really manly occupation, she may, in the hands of an able brother, be made useful up to a certain point.

Hardly any one except a small-boy can appreciate the boldness displayed by the youthful West Philadelphian philosopher in utilising a sister. It is a point of honour among small-boys to have no dealings with sisters, and the small-boy who remains at home to play with his sister is an object of great scorn and unanimous derision. Here, however, we have a small-boy who, careless of public juvenile opinion, undertook, in his own home, and in the company of no one except his sister, an important scientific experiment. His was the boldness of the true student of science. He was ready to accept, in his search after scientific truth, the assistance of even a very small sister.

It is probable that if sisters should be used to any great extent as aids in investigating the problems of juvenile science, the wear and tear and general waste of sisters would be very large. The small-boy attaches so little value to a sister that he cannot be expected to handle her with the utmost care. Still, sisters should be satisfied with the honour of these recognitions at the hands of small-boys, and should bear breakages and death with fortitude sufficient to compel even a small-boy's admiration.

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—AUGUST 8.

Station.	Barometer red. to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Haiphong	29.68	87.1	74	SE	1	c f	—
Hongkong	29.61	84.2	68	—	0	c	—
Amoy	29.57	88.0	73	SE	2	b	—
Foochow	29.65	87.0	55	NE	2	b	—
Shanghai	29.66	83.0	71	ENE	3	b	—
Nagasaki	29.62	—	—	SW	2	—	—
Wl'ostock	29.70	66.0	—	E	3	c	—

Hongkong Observatory, August 9.

AT 10 A.M.—AUGUST 9.

Station.	Barometer	Temperature	Humidity	Direction	Force	Weather	Rain
Haiphong	—	—	—	—	—	—	—
Hongkong	29.60	82.2	75	WNW	1	b	—
Amoy	29.62	87.0	87	W	1	b	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.65	80.0	78	NE	3	b	—
Nagasaki	29.62	—	—	NE	2	—	—
Wl'ostock	29.65	63.8	—	SE	2	o	—

W. Doberck,
Government Astronomer.
Hongkong Observatory, August 9.

METEOROLOGICAL REGISTER.

Station.	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.61	29.69	29.61
Temperature	84.2	82.2	87.0
Humidity	68	75	73
Di'tion of wind	—	WNW	WSW
Force „	0	1	1
Weather	c	b	b v
Rain	—	—	—

W. Doberck,
Government Astronomer.
Hongkong Observatory, August 9.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, and tenths, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather. b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. Rain, in inches, tenths and hundredths.

Quotations.

Hongkong, August 8.

OPIUM—New Patna, cash,—
73 touch, 587½/90
74 touch, 602½
„ Old „ cash,... 590/95
„ New Benares, cash,... 572½
„ Old „ cash,...
„ New Malwa, credit,... 530
Allowance, Taels...... Nil
„ Old Malwa, credit,... 560
Allowance, Taels...... Nil

Exchange.

Bank, Wire, ... 3/8⅝
„ Demand, ... 3/8¾
„ 30 days' sight, ... 3/8⅞
„ 4 months' sight, ... 3/9
Credits, „ 3/9¼
Documentary 4 months' sight, 3/9½
India, Wire, ... 227
„ demand, ... 227½
Shanghai, demand, ... 72¾
„ 30 days' sight, private 73
Gold Leaf 99⅞ fine $27.45
Sovereigns, ... $5.30

Temperature.

(Taken at Messrs Falconer & Co.'s Premises Queen's Road.)

Hongkong, August 9.

Barometer—	9 a.m....	29.812
Do.	1 p.m....	29.783
Do.	4 p.m....	29.750
Thermometer—	9 a.m....	85
Do.	1 p.m....	87
Do.	4 p.m....	86
Do.	(Wet bulb) 9 a.m.	79
Do.	Do. 1 p.m.	79
Do.	Do. 4 p.m.	78
Do.	Maximum ...	87
Do.	Minimum over night	82

JOHN BULL AND HIS ISLAND.

XXVI.

If you would keep a really lasting impression of St. Petersburg, visit it at the time of the year when, to save your nose from freezing, you must rub it with snow every five minutes.

If you would keep an impression of London that nothing would efface from your memory, come and see it on a Sunday, and, if possible, let it be one Sunday when there is a good east wind blowing.

All the shops are closed; not a creature stirring; miles of deserted-looking streets everywhere; the grey houses and the grey sky seem to meet and mingle. Around and above, look where you will, the same sad tint encircles you and strikes chill to the marrow of your bones. It gives you cold shivers.

Here and there you may see a few roughs leaning, pipe in mouth, against the walls of the public-houses, waiting for the doors to be opened. These dens are only opened from one o'clock to three in the afternoon, and from six to eleven in the evening, on Sundays. At a quarter to eleven, in the morning, the bells begin to ring. The sound of these bells is harsh and extremely irritating. I have asked and been told the reason why peals of bells are scarcely ever heard. The churches, built about *as strongly* as the houses, would never stand them.

Now you see a sight that the English say excites the envy of the whole world; the English nation going to church or chapel. Each one carries his books in his hand: a Bible, a prayer-book, and a hymn-book. The bigger these books are, the better it looks. Some are of great size; and they are carefully displayed as much as possible. They have not to be carried far, it is no superhuman task, the churches are about as numerous as the public-houses, and everybody has one close to his door.

We will not enter the churches just yet: we will reserve that for a special chapter.

The service concludes at half-past twelve or one, and the English nation then returns home to dine. The evening service commences at seven.

During the interval the English nation takes a nap. The fathers and mothers half asleep in their easy chairs, take a few nuts and a glass of port. No visiting on Sundays. The children read the Bible or the true stories of some wonderful conversion out of a tract, that has been left at the door by an agent of the Bible Society.

A good Englishman never goes out during church time. If he does not mean to go to church, he alleges a slight indisposition as an excuse. There are very few who admit that they are not church-goers; there are none that boast of it.

One Sunday morning, whilst I was on a visit to an English family, I proposed a walk. A son of the family offered to accompany me. As we were leaving the house, he noticed that I had taken my walking-stick. 'Take an umbrella,' said he; 'it looks more respectable.'

These agents of the Bible Society, with their tracts, are terrible bores. You meet with them in omnibuses, in trains, in the streets, everywhere. With a hypocritical smile they beg you to accept a tract. Your best plan, if you would quickly have done with them, is to accept the piece of paper, put it in your pocket, and say: 'Thank you.' I met with one once who made quite a dead set at me.

'Sir,' he began, 'God commands every man to repent.'

'I thank you for reminding me, but I had not forgotten it,' I said.

'Ah! sir, you are a foreigner; seek salvation, save your soul, whilst you are in this country.'

'Have you the keys of Paradise, then?' I asked him; 'and is that your calling to bother people in this manner? Leave me alone.'

'Sir, believe me, all men are sinners. David himself was one.'

'I agree with you,' I exclaimed.

'Yes, but he repented.'

'There was room for repentance.'

'The repentance should make us forget the crime.'

'Exactly. But why, then, do you hang your criminals?' I added, for I was beginning to be amused at the turn the conversation had taken.

'Because, by executing them, whilst they are in a state of repentance, we send them to Paradise. If we set them at liberty, they would return to a state of sin.'

'Now, tell me,' said I to him, 'for you seem to be an intelligent man, would you receive in your house, at your table, with your good wife and children, a man who had caused the death of another in order to make love more easily to his wife, but who had afterwards repented? Would you not welcome more warmly one who had never had occasion to repent of such crimes as those of David?'

'Ah!' he replied, 'your levity is out of place. Laugh at me, if you like; we shall see in the end who will be on the laughing side. We shall meet again at the Last Day.' After giving me this appointment he left me, with a look more jeering than Christian, I am sorry to say.

I have often heard that these agents do not make any proselytes, especially among foreigners, in England. I do not believe a word of it. I could tell of some wonderful conversions myself. One day I received the following letter:—'Sir, having lost my situation in France, I came over to England, where I have gained an honest livelihood for several years past. These explanations will make you as well acquainted with my private life *as I am myself.* Since my arrival in England, I have completely changed my ways. I know the Lord, I have become a Protestant and a total abstainer. Unfortunately, I am now in bad health. Compatriots in a foreign land should help one another, and if you would lend me a few pounds, or even one, you would oblige me greatly, and I should be exceedingly thankful to you. Be kind enough to receive, with my anticipated thanks, the expression, etc.'

Among the other Sunday heroes, the street preachers must not be forgotten. They are generally conceited workmen, who, having received from Heaven a mission to go and convert their fellow-creatures, relate their experience of life to the public: how they were once nothing but miserable sinners, how they have seen the error of their ways and become converted, and how easy it is for others to do likewise. They take up their stand in some open place, in parties of five or six, accompanied by one or two old maids. Here, more than anywhere, old maids offer to God that which they have had no chance of giving to men: a pure and loving heart. A circle is formed, and a monotonous hymn sung: this is to attract the passers-by. One of the party steps forward, takes off his hat, collects his thoughts in it, and commences his discourse. The theme never varies. 'My dear friends, death is at hand; are you prepared to meet it?' A crowd soon gathers round, silent and respectful. It is not a religious silence, but a simple mark of that boundless respect which is entertained in England for the liberty of meeting. The men smoke their pipes and listen; it is the only distraction to be had on Sundays, so they avail themselves of it. They do not pray, but on the other hand, neither do they mock. The sermons are dull twaddle, and generally full ... friends,' said one of these street evangelists, 'I am happy to be able to say that I am saved, that I am now on my way to Heaven. A month ago, I could not have said this, I was the slave of the devil.' Indeed, it was easy to see he was telling the truth, for "*le diable sur son nez avait marqué ses exploits.*"

The only street orators, who are occasionally amusing, are the agents of the Temperance Society. They, I quite believe, do some good. They speak to the workman in language that he can understand; they relate anecdotes. The audience are allowed to ask questions, to raise objections; answers are always forthcoming. 'Here, I say, I've got something to say to you, just listen a minute,' said one of them to a ragged workman, who was listening one day at a meeting of this kind. 'You carry your money to the publican, who makes you drunk every day, don't you? You and your wife and children starve, while the publican has his joint of beef, or rather *your* joint of beef—for your money paid for it—roasting under your nose; only look at your worn-out boots: who is there that would give twopence for everything you have on your back? I am a workman like you; but look at my good strong boots; then look at my warm woollen waistcoat, look at my overcoat. To-day, when I go home, I shall find a good dinner ready; it isn't the publican, it's my missus that cooks it. I drink water, that explains the difference. Why don't you do the same?'

'What!' replied the man thus harangued, 'cannot a man take a glass with a friend?'

'Yes, to be sure. Drink one, if you like; but if you are not satisfied with one glass, sign this pledge, as I did, and bind yourself to drink nothing but water.'

These people, thus abruptly appealed to, do not lose their temper. Some reply with a laugh, 'Well, old fellow, you can drink water if you enjoy it. I am off to drink a glass of grog to your health.' I have seen others go to the register and sign.

These missionaries are not all completely disinterested. Some of them make a fine income by preaching temperance. I know of one, an American, who wanted fifteen guineas for delivering half-an-hour's address at the Crystal Palace. The same individual asked for a hundred and fifty-five pounds for himself and his wife, who were wanted to preach temperance at Brighton for ten days; and, what is still more astonishing, he got it.

The Americans are business-like people. For that matter, foxes will fare well so long as there are geese to be plucked.

This notice is to be found posted up in a Virginia blacksmith's shop:—'Notis—Decopartnership heretofore resisting betwixt me and Mose Skinner is hereby resolved. Dem what owe de firm will settle wid me, and dem what de firm owe will settle wid Mose.'

Government Notification.

No. 56.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1823 *Feet above Sea Level.*

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hauled down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hauled down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a *red* light will be exhibited at the *West* Yard Arm, or a *green* light at the *East* Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSETT, R.N.,
Harbour Master, &c.

Money Orders.

1.—Money Orders are exchanged with the following countries:—

Ceylon.	South Australia.
India.	Straits Settlements.
Japan.*	Tasmania.
New South Wales.	United Kingdom.
Port Darwin.	Victoria.
Queensland.	Western Australia.

2.—The Hongkong Post Office also issues orders on Shanghai, and *vice versa.*

3.—The commission is as follows—(according to the currency the order is drawn in):—

Up to £ 2, or \$10, or R 20,......0.20 cents.
" £ 5, or \$25, or R 50,......0.40 "
" £ 7, or \$35, or R 70,......0.60 "
" £10, or \$50, or R100,......0.80 "
" R150,... \$1.00.

4.—No Order must exceed £10 or \$50 (unless drawn on India, when R150 is the limit), nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them, or Money Orders can be granted on Ports where there are agencies of the Hongkong Post Office.

* No orders on Japan are issued at the British Post Office, Shanghai.

To Let.

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.
Hongkong, August 1, 1883. 226

TO LET.

GREENMOUNT, BONHAM ROAD; from the 1st of September, 1884.
Apply to
GILMAN & Co.
Hongkong, July 21, 1884. 1204

TO LET, FURNISHED.

TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.
Apply to
MANAGER,
China Mail OFFICE.
Hongkong, April 15, 1884. 656

TO BE LET.

NO. 6, UPPER MOSQUE TERRACE. Possession from 1st May.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, April 5, 1884. 606

GODOWNS—TO LET.

PRAYA EAST AND WANCHAI ROAD.
For Particulars, apply to
SIEMSSEN & Co.
Hongkong, April 26, 1882. 767

TO LET.

THE PREMISES in MARINE HOUSE, Queen's Road, now occupied by the 'NOVELTY STORE.'
Apply to
HONGKONG DISPENSARY.
Hongkong, July 14, 1884. 1168

TO LET.

NO. 25B, PRAYA CENTRAL.
Nos. 4, 7 and 8, SEYMOUR TERRACE.
No. 7, GARDEN ROAD (known as 'HARPERVILLE').
No. 4, OLD BAILEY Street.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, August 7, 1884. 1317

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867. 100

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ½ per cent. net premium per annum.

NORTON & Co., *Agents.*
Hongkong, May 19, 1881. 938

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

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A. McIVER, *Superintendent.*
Hongkong, August 4, 1884. 1293

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F. E. FOSTER,
Agent.
Hongkong, August 1, 1884. 1269

Intimations.

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Hongkong, May 1, 1882. 256

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The Education of a Wife.
The New Chin Shih.
A Chinese Fathom.
A Sweet Smelling Fungus.
Chinese Names of Foreign Countries.
'Ch'ing Yuan,' where is the port so named?
Notices of New Books and Literary Intelligence.
Books Wanted, Exchanges, &c.
To Contributors.

Hongkong, July 28, 1884.

Intimations.

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1.30 "	2.00 "	2.30 "	3.00 "
2.15 "	3.00 "	3.15 "	3.30 "
3.30 "	4.00 "	3.45 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.45 "	5.00 "
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5.50 "	6.00 "	5.45 "	6.00 "
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6.45 "	7.00 "	6.45 "	7.00 "
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THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "*Notes and Queries on China and Japan*," has reached its Twelfth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the "Far East," and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, *China Review*, care of *China Mail* Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

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"This number contains several articles of interest and value."—*North-China Herald.*

"The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."—*North-China Daily News.*

"A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise."—*Chrysanthemum.*

"The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review.* The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

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Chung Hom.	Sham-shui Po.
Chung Wan.	Shau-ki Wan.
Fo-pang.	Shek-o.
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	Sheung Wan.
Hok-tsui.	Shui-tsing Wan.
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Ka-sz Wan.	Tai-shek Kok.
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Sai Ying-pun.	Yau-ma Ti.

N.B.—Documents should not be dated *Year of Kwong-sü*, which is the style of H. M. the Emperor of China, and is of course inapplicable in a British Colony.

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.